

**In the Claims:**

Please replace Claim 1 with the following claim -

1. (Amended) An arrangement for a vehicle steering-wheel, said arrangement comprising:
  - a hub for fixing to a steering column;
  - a bowl-shaped element connected to the hub with at least one spoke, the at least one spoke further connecting the bowl-shaped element to a steering-wheel rim;
  - wherein the hub, the bowl-shaped element and the at least one spoke are integrally formed as a single material item;
  - the bowl-shaped element further comprising a casing for enclosing an airbag and a means for inflating the airbag in the event of a collision involving the vehicle; and
  - a wall section of the bowl-shaped element at least partly forming a part of the means for inflating the airbag.

Following, please find a MARKED UP VERSION OF CLAIMS 1, 3, 4, 13 and 14 showing all changes made relative to the previous version of those claims –

1. (Amended) An arrangement for a vehicle steering-wheel, said arrangement comprising:

a hub for fixing to a steering column;

a bowl-shaped element connected to the hub with at least one spoke [which connects],  
the at least one spoke further connecting the bowl-shaped element to a steering-wheel rim;

wherein the hub, the bowl-shaped element and the at least one spoke [being] are integrally formed as a single material item;

the bowl-shaped element [constitutes] further comprising a casing [which encloses] for enclosing an airbag and a means for inflating the airbag in the event of a collision involving the vehicle; and

a wall section of the bowl-shaped element [forming,] at least partly[,] forming a part of the means for inflating the airbag.

3. (Amended) The arrangement according to claim 2, wherein [the arrangement is formed with a weight distribution and dimensioning of] the steering-wheel, airbag and the means for inflating the airbag [which correspond to] have a weight distribution and dimensioning such that a moment of inertia for the steering-wheel [which lies] is obtained whereby vibrations in the steering wheel are minimized, the moment of inertia lying within a predetermined range.

4. (Amended) The arrangement according to claim 2, wherein [the arrangement is formed with a weight distribution and dimensioning of] the steering-wheel, airbag and means for inflating the airbag [which correspond] have a weight distribution and dimensioning corresponding to a torsion natural frequency  $[f_B]$   $f_T$  and a bending natural frequency  $f_B$  which are set in order to minimize mechanical perturbations in the steering-wheel.

13. (Amended) The arrangement according to claim 9, further comprising:

the arrangement being configured so that the steering-wheel, the airbag and the inflating mechanism for the airbag have a weight distribution and dimensioning [that correspond] corresponding to a moment of inertia for the steering-wheel [which lies], the moment of inertia lying within a predetermined range.

14. (Amended) The arrangement according to claim 9, further comprising:

the arrangement being configured so that the steering-wheel, the airbag and the inflating mechanism for the airbag have a weight distribution and dimensioning [that correspond] corresponding to a moment of inertia for the steering-wheel [which corresponds], the moment of inertia corresponding to a torsion natural frequency [ $f_B$ ]  $f_T$  and a bending natural frequency  $f_B$  which are set in order to minimize mechanical perturbations in the steering-wheel.

Please add the following new claims -

*Surf C2*

21. An arrangement for a vehicle steering-wheel, said arrangement comprising:

- a hub for fixing to a steering column;
- a bowl-shaped element connected to the hub with at least one spoke, the at least one spoke further connecting the bowl-shaped element to a steering-wheel rim;
- wherein the hub, the bowl-shaped element and the at least one spoke are integrally formed as a single material item;
- the bowl-shaped element further comprising a lower shell part and an upper shell part, the upper shell part having larger outer dimensions than the lower shell part and the shell parts being connected by a ledge extending substantially in the radial direction relative to the longitudinal axis of the steering column;
- the bowl-shaped element further comprising a casing for enclosing an airbag and a means for inflating the airbag in the event of a collision involving the vehicle; and
- wherein the bowl-shaped element is substantially conical;
- a wall section of the bowl-shaped element at least partly forming a part of the means for inflating the airbag.

*Surf C2*

22. A vehicle steering-wheel arrangement, the arrangement comprising:

- a hub configured for fixation to a steering column positioned in a vehicle;
- a bowl-shaped element connected to the hub, the bowl-shaped element having at least one spoke for connecting the bowl-shaped element to a steering-wheel rim;
- the bowl-shaped element establishing a casing that at least partially surrounds an airbag and an inflating mechanism that inflates the airbag in the event of a collision involving the vehicle;
- the bowl-shaped element further comprising a lower shell portion and an upper shell portion, the upper shell portion having a larger outer dimension than the lower shell portion, the shell portions being connected by a ledge extending in a substantially radial direction relative to a longitudinal axis of the steering column;
- wherein the bowl-shaped element is substantially conically-shaped; and
- a wall section of the bowl-shaped element at least partly forming a part of the inflating mechanism for the airbag.

23. An arrangement for a vehicle steering-wheel, said arrangement comprising:

- a hub for fixing to a steering column;
- a bowl-shaped element connected to the hub with at least one spoke, the at least one spoke further connecting the bowl-shaped element to a steering-wheel rim;
- wherein the hub, the bowl-shaped element and the at least one spoke are integrally formed as a single material item;
- the bowl-shaped element further comprising a casing for enclosing an airbag and a means for inflating the airbag in the event of a collision involving the vehicle; and
- a wall section of the bowl-shaped element at least partly forming a part of the means for inflating the airbag;
- wherein the airbag is arranged so that a major part of its mass extends along an inner periphery of the bowl-shaped element,
- wherein the arrangement is formed with a weight distribution and dimensioning of the steering-wheel, airbag and the means for inflating the airbag whereby a moment of inertia for the steering-wheel is obtained resulting in a reduced sensitivity to vibrations, the moment of inertia lying within a predetermined range.

24. An arrangement for a vehicle steering-wheel, said arrangement comprising:

- a hub for fixing to a steering column;
- a bowl-shaped element connected to the hub with at least one spoke, the at least one spoke further connecting the bowl-shaped element to a steering-wheel rim;
- wherein the hub, the bowl-shaped element and the at least one spoke are integrally formed as a single material item;
- the bowl-shaped element further comprising a casing for enclosing an airbag and a means for inflating the airbag in the event of a collision involving the vehicle; and
- a wall section of the bowl-shaped element at least partly forming a part of the means for inflating the airbag;
- wherein the airbag is arranged so that a major part of its mass extends along an inner periphery of the bowl-shaped element,
- wherein the arrangement is formed with a weight distribution and dimensioning of the steering-wheel, airbag and the means for inflating the airbag corresponding to a torsion natural frequency  $f_T$  and a bending natural frequency  $f_B$ , the torsion natural frequency  $f_T$  and bending natural frequency  $f_B$  being set so that mechanical perturbations in the steering-wheel are minimized.

25. A vehicle steering-wheel arrangement, the arrangement comprising:

- a hub configured for fixation to a steering column positioned in a vehicle;
- a bowl-shaped element connected to the hub, the bowl-shaped element having at least one spoke for connecting the bowl-shaped element to a steering-wheel rim;
- the bowl-shaped element establishing a casing that at least partially surrounds an airbag and an inflating mechanism that inflates the airbag in the event of a collision involving the vehicle; and
- a wall section of the bowl-shaped element at least partly forming a part of the inflating mechanism for the airbag;

wherein the arrangement is configured so that the steering wheel, airbag and inflating mechanism for the airbag have a weight distribution and dimensioning corresponding to a moment of inertia for the steering wheel, the moment of inertia lying within a predetermined range.

26. A vehicle steering-wheel arrangement, the arrangement comprising:

- a hub configured for fixation to a steering column positioned in a vehicle;
- a bowl-shaped element connected to the hub, the bowl-shaped element having at least one spoke for connecting the bowl-shaped element to a steering-wheel rim;
- the bowl-shaped element establishing a casing that at least partially surrounds an airbag and an inflating mechanism that inflates the airbag in the event of a collision involving the vehicle; and
- a wall section of the bowl-shaped element at least partly forming a part of the inflating mechanism for the airbag;

wherein the arrangement is configured so that the steering wheel, airbag and inflating mechanism for the airbag have a weight distribution and dimensioning corresponding to a moment of inertia for the steering wheel, the moment of inertia corresponding to a torsion natural frequency  $f_T$  and a bending natural frequency  $f_B$ , the torsion natural frequency  $f_T$  and bending natural frequency  $f_B$  being set so that mechanical perturbations in the steering-wheel are minimized.